

FORM M-1

Class I
Motor Carriers of Property and Household Goods
Approved by: OMB
2139-0004
Expires 1/31/99

Annual Report

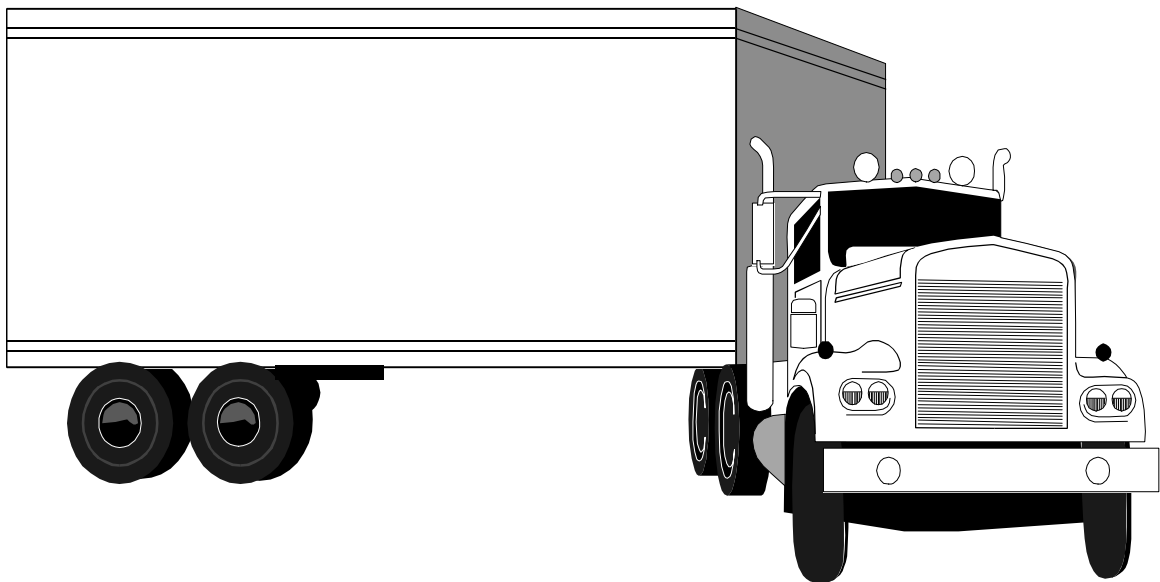
Motor Carrier No. MC _____

Name of Company

Doing Business As

Present Address

City State Zip Telephone No. ()



to the
Bureau of Transportation Statistics

for the period ending December 31, 1997

GENERAL NOTICES

1. Three copies of this Annual Report should be completed. Two of the copies must be filed with the Bureau of Transportation Statistics, U. S. Department of Transportation, K-27, 400 7th St. S.W., Washington, DC 20590, by March 31 of each year, and one copy retained by the carrier.
2. Every inquiry must be definitely answered. Where the word “none” truly and completely states the fact, it should be given as the answer. If any inquiry is inapplicable, the words “not applicable” should be used.
3. Wherever the space provided in the schedules is insufficient to permit a full and complete statement of the requested information, inserts should be prepared and appropriately identified by the number of the schedule.
4. All entries should be made in a permanent black ink or typed. Those of a contrary character must be indicated in parenthesis. Items of an unusual character must be indicated by appropriate symbols and explained in footnotes.
5. Throughout this report the “year” means the year covered by the report, whether a calendar year or a 13-period accounting year; the “preceding year” means the year immediately preceding that covered by the report; the “beginning of the year” means the beginning of the first business day of the year in question; the “close of the year” means the last business day of the year in question. In case the report is made for a shorter period than 1 year, the “beginning of the year” means the first day of the period; and the “close of the year” means the last day of the period. All items/accounts are to be in conformance with Generally Accepted Accounting Principles (GAAP).
6. Money items, except averages, throughout the annual report form should be shown in whole dollars. Totals for amounts reported in supporting schedules must be in agreement with related primary accounts.
7. Place MC Number on each page as shown.
8. For index see page 18.

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INSTRUCTIONS FOR PREPARATION OF THE FORM M-1 ANNUAL REPORT

CONSOLIDATED FINANCIAL STATEMENTS

All class I motor carriers will prepare and include respondent only and consolidated financial information in this report. Only the highest ranking carrier in the consolidated group will file the consolidated financial information. Consolidating or combining procedures should conform to generally accepted accounting principles. Motor carriers having no consolidated affiliates should answer “None”, “Not Applicable”, etc. in the consolidated columns. Consolidated financial disclosures are discretionary if such disclosures are not normally computed.

Purpose of Statements

The purpose of consolidated financial statements is to present the financial position and results of operations of the respondent and its affiliates essentially as if the group were a single company. Principles of consolidation should be followed which will clearly exhibit that result. For purposes of this report, the term “consolidated” shall also include combined information where a parent-subsidiary relationship does not exist.

General Nature of Statements

The figures for the consolidated balances shall be a summation of the combined accounts of the respondent and each affiliate as shown by their books after eliminating intercompany accounts, security holdings, interest, dividends, rents, and other intercompany transactions. The difference between the cost of investments in the affiliates and the book cost of net assets of the affiliates at dates of acquisition shall be determined and entered in the consolidated balance sheet in the intangible property account. Equity of minority stockholders of affiliates shall be segregated and entered at line number 47 of the consolidated balance sheet and line number 29 of the consolidated statement of operations.

Companies to be Consolidated

The consolidated statements should include, except as provided below, the respondent carrier and those affiliates which comprise integral parts of the respondent carrier's operations and whose express purpose, either singularly or collectively, is to provide transportation service or is supportive to such activity.

Affiliates which comprise integral parts of the respondent carrier's operations may be defined as:

- a. any carrier or non-carrier holding company, which is exclusively engaged in providing motor carrier transportation service and controls, through majority stock ownership, one or more carriers.
- b. any carrier subsidiary which is majority owned and controlled by its carrier parent and

whose express purpose and operations are supportive to the transportation operations of its parent.

- c. any carrier affiliate under common control with the respondent carrier and whose express purpose and operations are supportive to the transportation operations of the respondent carrier.

Respondents shall not change the members of a consolidated group without first obtaining approval from the Bureau of Transportation Statistics. Changes in the group shall be disclosed on page 1.

The primary consideration for determining whether to consolidate an affiliate is whether the affiliate is an integral part of the respondent carrier's operations. Each of the factors below should be considered in determining whether to include an affiliate in the consolidated group:

- a. The nature of each affiliates' operations.
- b. The portion of each affiliate's revenues derived from transactions with its related respondent or affiliates that are an integral part of transportation operations.
- c. The type and amount of services performed by the affiliate for the respondent carrier and the nature of the other transactions between the respondent carrier and its affiliates.
- d. The type and extent of control existing between the respondent carrier and its related affiliates.

Generally within the above guidelines, include all property used to generate operating revenues and debt and equity related to that property in the consolidated balances. Do not consolidate non-trucking related affiliates (i.e., banks, insurance companies, etc.) or affiliated motor carriers subject to primary regulatory authority in other countries, such as Canada or Mexico; subsidiaries or affiliates about to be disposed of; uncontrolled, i.e., in receivership, or under temporary control.

Generally it is permissible to consolidate an affiliate when the affiliate's year-end does not differ more than 3 months from the respondent's fiscal year-end. In instances where the affiliate's year-end differs more than 3 months from the respondent's, contact the Bureau of Transportation Statistics for assistance. The respondent should disclose in the financial statements any consolidated affiliate and its year-end, if other than a calendar year-end.

All carriers shall complete Page 1 and Schedules 100, 200, 300, 400, 700, and 900. Carriers that derive 75% or more of revenues from the intercity transportation of general commodities may also complete optional Schedule 500. Carriers engaged in the intercity transportation of household goods shall complete Schedule 400 HG in lieu of Schedule 400.

Carriers other than household goods carriers shall complete Schedules 600 and 800, while household goods carriers shall complete Schedules 600 HG and 800 HG. Dual authority carriers shall separate and report data in both Schedules 400 and 400 HG, 600 and 600 HG, and 800 and 800 HG, as applicable.

SPECIFIC INSTRUCTIONS

Schedules 100, 200, 300, and 400 (Including 400 HG)

These schedules should be prepared in accordance with generally accepted accounting principles. Report in whole dollars and whole numbers.

Schedule 500

This schedule is optional and may be filled out by carriers deriving 75% or more of revenues from the intercity transportation of general commodities. Report in whole dollars and whole numbers. Detailed instructions for this schedule follow.

Schedules 600, 800, and 900 (Including 600 HG and 800 HG)

Report in whole dollars and whole numbers. Detailed instructions for Schedule 600 and Schedule 800 follow.

Schedule 700

The sum of Lines 5 and 18 in Columns (b) and (f) must agree with Line 12 less Line 13 of Schedule 100. Explain items in Column (c) under remarks.

On Line 27 and Line 30, report the number of units and related costs of all owned units and units recorded as capitalized leases.

On Lines 28, 29, 31, and 32, include the number of units rented with and without drivers under operating leases. Report in whole dollars and whole numbers.

INSTRUCTIONS FOR SCHEDULE 500

This is an optional schedule that may be completed by motor carriers deriving 75% or more of revenues from the interstate transportation of general commodities. Motor carrier rate bureau study frame carriers should use this form to report expenses by different activities for use in the preparation of Highway Form B, used in general rate increase proceedings. Definitions of each of the columns included in this schedule are as follows:

Column (b) - Total - This column contains the summation of the dollar amounts contained in Columns (c) through (I).

Column (c) - Line Haul - This activity refers to the physical transportation of traffic between intercity terminals or areas en route. It includes such items as: (1) all mileage or hourly costs incurred by drivers and helpers, while engaged in this activity, excluding costs incurred while performing pickup and delivery or peddle service (see Column (d); (2) expenses incurred in the operation and maintenance of all vehicles classified as line-haul;¹ and (3) operating taxes and license expense, depreciation expense, and equipment rents and purchased transportation expense incurred in connection with line-haul vehicles.

Column (d) - Pickup & Delivery - This activity refers to the physical operations for assembly or distribution from terminals, either in picking up freight from shippers and connecting carriers or delivering freight to consignees and connecting carriers. It includes such items as: (1) all costs incurred from the time a vehicle leaves the carrier's terminal to pick up or deliver freight, until it returns to the terminal; (2) expenses incurred in peddle trips. Peddle trips are trips operated out of a local area, consisting of a municipality and its commercial zone, the purpose of which is to pick up or deliver freight; (3) expenses incurred by drivers and helpers while engaged in this activity; (4) expenses incurred in the operation and maintenance of all vehicles classified as Pickup and Delivery;² and (5) operating taxes and license expense, depreciation expense, and equipment rents and purchased transportation expense incurred in connection with pickup and delivery vehicles.

Column (e) - Billing & Collecting - This activity refers to the rating, billing, manifesting, collecting, and settlement of revenue of freight shipments. It includes such items as: (1) salaries and wages of employees engaged in this activity at the terminal or central offices; (2) salaries and wages of employees engaged in revenue accounting, and collecting freight bills; (3) payments to outside organizations for manifesting rating or collecting freight bills; and (4) costs of renting equipment such as accounting machines used in billing, collecting, or accounting for the revenues earned.

Column (f) - Platform - This activity refers to the handling of freight at the carrier's terminal platform. It includes such items as: (1) salaries and wages of employees while working on the carrier's platform, or while assisting in the loading or unloading of vehicles at the terminal

¹Include in the "line-haul" classification all vehicles predominately engaged in the transportation of property in terminal-to-terminal and other intercity service, excluding peddle operations. The occasional use in pickup and delivery, local cartage, or peddle service of vehicles regularly employed in line-haul service would not affect their classification as "line-haul."

²Include in the "pickup and delivery" classification all vehicles predominately employed in pickup and delivery service, local cartage service, or peddle service. The incidental or occasional use in line-haul service of vehicles regularly employed in pickup and delivery, local cartage, or peddle service would not affect their classification as "pickup and delivery."

platform; (2) expenses directly related to platform duties of the carrier's operation; and (3) costs of operating, repairing, and maintaining equipment used at terminal platforms such as drag lines, fork lifts, hand trucks, and mechanical loading devices.

Column (g) - Terminal - This activity refers to the operation of the carrier's terminal.³ It includes such items as: (1) salaries and wages of employees within the terminal, the cost of which is not provided for elsewhere; (2) cost of operating and maintaining service vehicles used in terminal operations; (3) depreciation expense of terminal facilities; and (4) operating supplies.

Column (h) - Maintenance - This activity refers to the repairing and servicing of vehicles and shop and garage equipment used in motor carrier operations.⁴ It includes such items as: (1) costs incurred in maintaining revenue and service vehicles not charged to another activity, such as line-haul or pickup and delivery service; (2) depreciation expense of vehicles used in maintaining other vehicles, such as tow trucks; and (3) depreciation expense of maintenance buildings.

Column (I) - All Other - This column includes the following 3 categories:

Traffic and Sales - This activity refers to the promotion and solicitation of traffic. It includes such items as: (1) salaries and wages of employees engaged in the solicitation of traffic, and the preparation of tariffs and schedules; and (2) costs of advertising, sales commissions and fees, and other costs of preparing tariffs and schedules.

Insurance and Safety - This activity refers to the administering of insurance (other than employee benefit programs), approval and payment of freight claims, and directing the safety program. It includes such items as: (a) salaries and wages of employees engaged in administering the insurance, claims, and safety programs for the carrier; (2) premiums and costs of self-insurance covering liability, and other insurance; and (3) expenses incidental to operating an insurance department.

General and Administrative - This activity refers to overall administrative functions performed which relate to the carrier's entire transportation system. It includes such items as: (1) salaries of general officers administering overall operations of the company; (2) salaries and wages in administrative departments such as general accounting; (3) costs of

³The terminal activity includes all buildings and structures owned, leased, or rented by the carrier which are used in conjunction with the receiving and shipping of freight. It also includes all buildings attached to the terminal buildings which act as storage areas for tools and equipment used at the terminal building.

⁴The maintenance activity includes all buildings and structures owned, leased, or rented by the carrier which are used to service and repair the carrier's vehicles. If the maintenance activity at a terminal utilizes only an incidental portion of the building, then the building may either be assigned proportionally to the maintenance and terminal activities, or entirely to the terminal activity.

materials and supplies used by administrative departments; and (4) all other costs, or portions of costs which are not directly chargeable to another activity, or which cannot be allocated to another activity on a reasonable basis.

INSTRUCTIONS FOR SCHEDULE 600

Part A - Operating Statistics - Intercity Vehicles

This schedule will show miles operated and tonnage hauled in intercity service by vehicles, the revenue from which is reported as "Freight revenue - Intercity common carrier" (Line 1 in Schedule 300) and/or "Freight revenue - Intercity contract carrier" (Line 2 in Schedule 300).

Miles, tons of freight, and ton-miles of owned or leased vehicles operated for another class I or class II motor carrier in intercity service, the revenue from which is included in "Intercity transportation for other motor carriers" (Line 4 in Schedule 300), should not be reported by you, the hauling carrier. The statistics should be reported by the billing carrier and included in its revenues.

Vehicle Miles

(a) Line 1 should report total miles operated (both loaded and empty) in intercity service by the reporting carrier's owned power units, including transportation for other than class I or class II motor carriers. Include miles operated on peddle trips.⁵

(b) Line 2 should report miles operated in intercity service by power units you rent with drivers from others. Empty miles should be included on Line 2 only when performed in the carrier's service. Include miles operated on peddle trips. If drivers or rented vehicles are on your payroll, include miles operated on Line 3.

(c) Line 3 should report total miles operated (loaded and empty) in carrier's intercity service by power units you rent without drivers from others. Include miles operated on peddle trips.

(d) Line 4 should report miles operated in intercity driveway service. Only miles traveled by the

⁵Peddle trips are trips operated outside of the commercial zone where a carrier maintains a terminal, generally for delivering freight directly to consignees and/or picking up freight directly from consignors at points en route, although some pickups/deliveries of freight may be made at agent stations or connecting carrier terminals. They include elements of line-haul and pickup and delivery service on the same trip. They are usually round trips originating and terminating at the same terminal. They can use either pickup and delivery or line-haul vehicles, and can be truckload or less-than-truckload shipments. Vehicles predominantly employed in peddle service should be classified as "pickup and delivery" and expenses for the vehicles should be entered in the pickup and delivery subdivision of accounts.

unit furnishing the power should be reported.

(e) Line 6 should report the intercity miles that each of your vehicles, loaded and empty, moved by rail, water, or air services.

Ton-Miles of Revenue Freight Carried in Intercity Service

The number of ton-miles of revenue freight transported in intercity service must be compiled. These should be reported based on actual records as shown in Item A, below. If adequate records are not maintained, you may estimate them as explained in Item B, below. Estimated figures must be based on test checks of your operations for representative periods during the report period. You should retain your workpapers in support of these estimates.

“Ton-mile” means the transportation of one ton of freight a distance of one mile. The actual total ton-miles are computed by multiplying the distance of each movement by the weight in tons, and adding the ton-miles of all movements. (Multiplying total tons of all movements by total miles of all movements produces an erroneous result and should not be used.) If freight is transported between two terminals without loading or unloading en route, the number of ton-miles may be obtained by multiplying the weight in tons carried on the vehicles by the distance between terminals. In cases where all of the load is not handled for the entire length of the trip or where shipments are picked up en route, or on peddle trips, it is necessary to compute the ton-miles for each shipment separately to obtain accurate ton-miles. This may be done by adding the actual weight in tons of all shipments between any two points on carrier’s routes during the accounting period and multiplying the tons carried between each such origin and destination by actual one-way distances between the points.

Any method used to develop ton-miles, other than those identified in Items A and B, below, must be supported by written explanation.

A. Ton-Miles When Actual Data Are Available

Ton-miles should be computed for each bill of lading (waybill or driver’s manifest, after the weight is determined) by multiplying the number of tons (actual weight) by the number of miles the tonnage was transported. If you use pounds, be sure to convert the resulting pounds to tons by dividing by 2,000. After computing ton-miles for each shipment, accumulate the totals for the accounting period. The following illustrations are an example of how actual ton-miles, including cumulative ton-miles are computed.

Illustration No. 1

ORIGINAL TRIP MANIFEST
ABC TRUCKING COMPANY
 WINSTON-SALEM, NC

62550 SEAL No. Code 1-4
 TURNED BABACO ON

MANIFEST NO. 1-2346
 MILES 782

FIRST DISPATCH:

DATE 11-23-75
 TRACTOR NO. 250 TRAILER NO. 2093
 FROM Winston-Salem, NC
 TO Boston, MA, via Richmond & Jersey City
 HEAD DRIVER
 ASSISTANT

SECOND DISPATCH:

DATE
 TRACTOR NO. TRAILER NO.
 FROM
 TO
 HEAD DRIVER
 ASSISTANT

INSTRUCTIONS: Report to Richmond, VA, Jersey City, and Boston, MA terminals

SHIPMENTS 1 WEIGHT 20,000 LBS WEIGHT PLATFORMED 0 LBS

REVENUES \$ 244.00 INTERLINE \$

=====

INTERMEDIATE DROPS

=====

TERMINAL	SHIPMENTS	WEIGHT	RECEIVED BY

SIGNED _____
 RECEIVED AT DESTINATION

Computation:

From Winston-Salem, NC to Boston, MA, 782 miles / actual weight 20,000 lbs.

20,000 lbs. x 782 miles = 15,640,000 lb. miles

15,640,000 ÷ 2,000 = 7,820 ton-miles

Illustration No. 2

ORIGINAL TRIP MANIFEST
ABC TRUCKING COMPANY
 WINSTON-SALEM, NC

93487 SEAL No. Code 1-4
 TURNED BABACO ON

MANIFEST NO. 1-2346-A
 MILES 335

FIRST DISPATCH:

DATE 11-23-75
 TRACTOR NO. 250 TRAILER NO. 2093
 FROM Richmond, VA
 TO Jersey City, NJ
 HEAD DRIVER
 ASSISTANT

SECOND DISPATCH:

DATE
 TRACTOR NO. TRAILER NO.
 FROM
 TO
 HEAD DRIVER
 ASSISTANT

INSTRUCTIONS: Report to Richmond, VA, Jersey City, and Boston, MA terminals

SHIPMENTS 1 WEIGHT 3,000 LBS WEIGHT PLATFORMED 3,000 LBS

REVENUES \$ 30.00 INTERLINE \$

=====

INTERMEDIATE DROPS

=====

TERMINAL	SHIPMENTS	WEIGHT	RECEIVED BY

SIGNED _____
 RECEIVED AT DESTINATION

Computation:

From Richmond, VA to Jersey City, NJ, 335 miles / actual weight 3,000 lbs.

3,000 lbs. x 335 miles = 1,005,000 lb. miles

1,005,000 ÷ 2,000 = 502.5 ton-miles

Cumulative ton miles: 15,640,000 + 1,005,000 = 16,645,000 lb. miles

16,645,000 lb. miles ÷ 2,000 = 8,322.5 ton-miles for both trips

B. Computation of Ton-Miles When Actual Data Are Not Available

If ton-miles for each shipment cannot be computed, fairly accurate estimates may be obtained by computing the average haul for a number of representative days throughout the year, and multiplying the average haul thus computed by the total number of actual tons transported in intercity service. This is illustrated by the following examples:

Points From to	Distance (Miles)	Weight of Shipments (Pounds Reduced to Tons)	Ton-miles (Tons times Distance)
-------------------	---------------------	---	---------------------------------------

Illustration No. 3 - One Way Trip (A to D)

A-B	50	5	250
A-C	100	6	600
A-D	150	<u>7</u>	<u>1,050</u>
		18	1,900

Illustration No. 4 - Two Way Trip (A to A)

A-B	50	-	-
A-C	100	6	600
A-D	150	7	1,050
D-A	125	<u>4</u>	<u>500</u>
		17	2,150

The total ton-miles for all shipments handled would then be divided by the total tonnage handled to determine the system average haul. In this example, the average haul would be 115.71 computed as follows: $(1,900 + 2,150) \div (18 + 17)$. In obtaining ton-miles under this method, the average haul should be based on every shipment transported during representative days throughout the year.

Assuming 4,300 tons were transported during the year, the ton-miles would be 497,533. (System average haul from test study results of 115.71 multiplied by 4,300 tons.)

Reporting of Ton-Miles, Other Statistics And Averages

In developing the revenue ton-miles, include only those shipments moving in intercity service, whether or not a state line is crossed, excluding local service shipments. Mileage of a vehicle running without load should not be considered in computing ton-miles. Therefore, the average load reported in the statistical section, obtained by dividing the ton-miles (Intercity Revenue Freight, Motor Carrier Highway Service) by the total miles operated, loaded and empty

combined, will vary from the average load actually carried, depending upon the proportion of empty miles operated.

Line 8 should include all ton-miles of revenue freight transported in intercity motor carrier highway service. Line 9 should include all ton-miles of revenue freight transported by rail, water, or air services.

Tons of Freight Carried in Intercity Service

Line 11 should report total number of tons carried (use actual weights) in intercity service by owned and rented vehicles, including tons transported in driveaway operations, the revenues from which are included on Lines 1 and 2 of Schedule 300. Exclude tons of revenue freight carried for other class I and class II carriers, the revenue for which is included on Line 4 of Schedule 300.

SCHEDULE 600 - SUPPLEMENTAL STATISTICS PART B - OPERATING STATISTICS

Common carriers which derive an average of 75% or more of their revenues from the intercity transportation of general commodities are required to complete Part B - Supplemental Statistics - of Schedule 600. This section should not include any data for household goods carried by these carriers.

The following definitions and instructions are applicable to the schedule of supplemental statistics:

Vehicle Hours and Vehicle-Miles Relate Only to Power Units

Line-haul vehicles are trucks or tractors which, for accounting purposes, are classified as "line-haul;" and pickup and delivery vehicles are trucks or tractors which, for accounting purposes, are classified as "pickup and delivery." Classification of vehicle is based upon its principal use.

The time to be reported as hours in pickup and delivery service is limited to hours on pickup and delivery trips. A pickup and delivery is a trip operated principally within a municipality and its commercial zone where the reporting carrier maintains a terminal. The time for the trip starts when the vehicle leaves the terminal of the reporting carrier for the purpose of picking up or delivering freight, and ends when the vehicle returns to the terminal. Hours are measured by the time the vehicle spends away from carrier's platform during working hours whether the vehicle is running, standing, or being loaded or unloaded at the place of business of the shipper or consignee. Do not include any hours for picking up or delivering freight on peddle or other intercity trips.

The hours line-haul vehicles are temporarily assigned to regular pickup and delivery service should be reported on lines 12 and 13.

The miles to be reported as miles in line-haul service by pickup and delivery vehicles consist of miles on peddle or other intercity trips. The number of miles the pickup and delivery vehicles operate in line-haul service, including both terminal-to-terminal and peddle trips, should be reported on lines 14 and 15. Miles reported on these lines are also reported on lines 1 and 3 as appropriate.

The number of hours the pickup and delivery vehicles are engaged in pickup and delivery service in terminal areas should be reported on lines 16 and 17. On line 17, when the vehicles are rented with drivers, the hours are reportable only where the reporting carrier has exclusive control. It is not expected that the carrier will attempt to report hours purchased on a hundredweight basis or under any circumstances where the vehicle and driver are not working exclusively for the reporting carriers.

Separating shipments, tons, and revenue between truckload and less-than-truckload: Data reported on lines 18-23 are based on distribution of shipments between truckload and less-than-truckload; this distribution is based on weight. A truckload is a shipment moving on a single bill of lading and weighing 10,000 pounds or more (actual weight); however, if a shipment exceeds the capacity of one vehicle and is transported in two or more vehicles (multiple truckloads) on memoranda or sub-billings, each memorandum or sub-billing should be counted as a shipment and the tons and shipments on each of these sub-billings should be assigned to truckload or less-than-truckload based on the weight shown on the sub-billing. In such circumstances, do not count the master billing as a shipment. It is realized that sub-billings do not ordinarily show the revenues. Therefore, for the purpose of making an allocation of revenues consistent with that for shipment and tonnage, compute the revenue on each sub-billing based on the overall rate for the total shipment. The revenue will then be assigned to truckload or less-than-truckload based on the weight shown on the sub-billing. The total of the revenues are shown on the master bill.

For split deliveries (from single consignor to single consignee), if the total weight is transported on one vehicle, it should be counted as one shipment with a split delivery. If a shipment is handled on more than one vehicle because the weight is greater than the capacity of the vehicle, or for operating convenience, the shipment should be handled in the manner described for multiple truckloads.

SCHEDULE 600

PART C - OPERATING STATISTICS - PERCENTAGE DISTRIBUTION OF INTERCITY TRAFFIC

Show for each of the four subdivisions, the percentage of total intercity tonnage carried during the year. Estimates may be used if actual figures are not available. State whether estimate or actual.

SCHEDULE 800

Column (a) - Classification of Employees

The hours and compensation of employees should be distributed to the different wage classifications based on the work performed in each, regardless of the assignment of the employee. Respondents performing both property service and passenger or non-transportation services should only include in this schedule that portion of the hours and compensation engaged in property service.

Column (b) - Average Number of Employees

The number of employees in service for entry in column (b) is obtained by dividing the total hours earned or miles operated, by the average number of hours earned or miles operated per man-year based on a test of representative pay periods for each quarter expanded to the annual period. Explain in a footnote the test method used in arriving at the average number of hours earned or miles operated per man-year.

Columns (c) and (d)

(1) Total Hours Earned - Data reported on lines 1, 2, 3, 6, 7, 8, 11, and 12 must relate to salaries and/or wage amounts reported in respective salary and wage accounts, Schedule 400. Hours for salaried employees should be calculated by converting days to hours based on the actual or normal work schedule.

(2) Total Hours Worked - Total hours in subparagraph (1) above, less hours paid for time not worked. (Hours related to amounts assigned to miscellaneous paid time off.)

(3) Driver Miles and Related Compensation - Lines 4 and 9 should be used for reporting of mileage and total compensation of those line haul drivers (and helpers) and owner-operator drivers who are paid predominantly by the mile. Actual miles driven shall be reported on lines 4 and 9 for all line haul driver and helper wages and owner-operator driver wages arising predominantly from earnings calculated by the mile. Do not report duplicate miles for sleeper teams or helpers.

(4) Driver Hours and Related Compensation - Lines 5 and 10 should be used for reporting of hours and total compensation of those line haul drivers and helpers and owner-operator drivers whose pay is calculated predominantly by methods other than per-mile.

Columns (e) and (f)

Amount totals in column (e) should reflect the gross amount earned before deductions, and

should balance to the respective wage accounts in Schedule 400. Payment for overtime, bonuses, sick leave, holidays, and vacations should be reflected in column (f). The amount of any retroactive wage payments applicable to the current year should be included and the amount applicable to a prior year should be excluded but shown in a footnote.

Column (g)

Total compensation is self-explanatory.

PAPERWORK REDUCTION ACT NOTICE

It is estimated that an average of 25 burden hours per response are required to complete this collection of information. This estimate includes time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Comments concerning the accuracy of this burden estimate or suggestions for reducing this burden should be directed to the Bureau of Transportation Statistics, Department of Transportation, K-27, 400 Seventh St., SW, Washington, DC 20590 and the Office of Management and Budget, Paperwork Reduction Project, 2139-0004, Washington, DC 20403.

GENERAL INFORMATION

1. Officer, Owner, or Partner to whom correspondence is to be addressed:

(Name)

(Title)

2. **FILING STATUS** ☐ Corporation
 ☐ Corporation Sub-S
 ☐ Partnership
 ☐ Individual (Sole Proprietorship)

3. **TYPE OF OPERATIONS:** Indicate approximate percentage of revenue derived from the following: (Percentages should agree with Revenues from Schedule 900).

	<u>% of Revenue</u>		<u>% of Revenue</u>
General Freight	_____ %	Bulk Commodities	_____ %
Household Goods	_____ %	Tank Truck	_____ %
Refrigerated	_____ %	Other Specialized Transportation	_____ %

4. If respondent is owned by a corporation, list owner and all entities making up corporation:

5. If respondent is a consolidated group, list and describe all entities making up the consolidation:

6. If a merger, consolidation, or change in the company or consolidated group occurred during the year, please describe.

ACCOUNTING RECORDS ARE MAINTAINED AT:

Address

City

State

Zip

Motor Carrier No.

Year 1997

SCHEDULE 100 - BALANCE SHEET - ASSETS					
LINE NO.	ITEM (a)	RESPONDENT ONLY		CONSOLIDATED	
		BALANCE CLOSE OF YEAR (b)	BALANCE BEGINNING OF YEAR (c)	BALANCE CLOSE OF YEAR (d)	BALANCE BEGINNING OF YEAR (e)
1	Cash, deposits, and temporary investments				
2	Notes receivable; Officers, stockholders & employees				
3	Notes receivable; Others				
4	Receivables from affiliated companies				
5	Accounts receivable; customer & interline (net)				
6	Accounts receivable; Officers, stockholders & employees				
7	Accounts receivable; All other				
8	Prepayments				
9	Materials, supplies, and other current assets				
10	Deferred income tax charges				
11	TOTAL CURRENT ASSETS (Lines 1 through 10)				
12	Carrier operating property				
13	Less: Accumulated depreciation				
14	Carrier operating property leased to others				
15	Less: Accumulated depreciation				
16	Property used in other than carrier operations				
17	Less: Accumulated depreciation				
18	TOTAL TANGIBLE PROPERTY (Lines 12+14+16-13-15-17)				
19	TOTAL INTANGIBLE PROPERTY				
20	Investments & advances - Affiliated companies				
21	Undistributed earnings - certain investments in affiliated companies				
22	Investments & advances - Other				
23	NET INVESTMENTS & ADVANCES (Lines 20 through 22)				
24	Deferred Debts				
25	Accumulated deferred income tax charges				
26	Clearing accounts				
27	TOTAL DEFERRED CHARGES (Lines 24 through 26)				
28	TOTAL ASSETS (Lines 11+18+19+23+27)				

SCHEDULE 100 - BALANCE SHEET - LIABILITIES

LINE NO.	ITEM (a)	RESPONDENT ONLY		CONSOLIDATED	
		BALANCE CLOSE OF YEAR (b)	BALANCE BEGINNING OF YEAR (c)	BALANCE CLOSE OF YEAR (d)	BALANCE BEGINNING OF YEAR (e)
29	Notes payable & matured obligations				
30	Payables to affiliated companies				
31	Accounts payable; Officers, stockholders & employees				
32	Accounts payable; Interline, employee withholding, COD's, & other				
33	Salaries & wages payable				
34	Accrued taxes				
35	Other current & accrued liabilities				
36	Current equipment obligations & other debt				
37	Estimated liabilities accrued				
38	Deferred income tax credits				
39	TOTAL CURRENT LIABILITIES (Lines 29 through 38)				
40	Advances payable - affiliated companies				
41	Other advances payable				
42	Other long-term debt due after 1 year - Fixed rate				
43	Other long-term debt due after 1 year - Floating rate				
44	Deferred credits & estimated liabilities				
45	Accumulated deferred income tax credits				
46	TOTAL LIABILITIES (Lines 39 through 45)				
47	Equity of minority stockholders of subsidiaries				
48	Capital stock - preferred				
49	Capital stock - common				
50	Additional paid-in capital				
51	Retained earnings & net unrealized loss on securities				
52	Less treasury stock				
53	Proprietary or partnership capital				
54	TOTAL OWNERS' EQUITY OR CAPITAL (Either line 53 or Lines 47 through 52)				
55	TOTAL LIABILITIES & EQUITY (Lines 46+54)				

SCHEDULE 200 - STATEMENT OF CHANGES IN TOTAL OWNERS' EQUITY

		RESPONDENT ONLY	CONSOLIDATED
1	Balance at beginning of year		
2	Prior period adjustments to beginning balance		
3	Capital stock issued		
4	Net income (loss)		
5	Dividends		
6	Other (Please itemize)		
7	Balance at end of year		

SCHEDULE 300 - STATEMENT OF OPERATIONS

Motor Carrier No.

LINE NO.	ITEM (a)	RESPONDENT (b)	CONSOLIDATED (c)
1	Freight revenue - Intercity common carrier		
2	Freight revenue - Intercity contract carrier		
3	Freight revenue - Local cartage		
4	Intercity transportation for other motor carriers		
5	Other operating revenue		
6	Private carriage & CIH revenues		
7	Household goods carrier operating revenue		
8	TOTAL OPERATING REVENUES (Lines 1 through 7)		
9	Carrier operating expenses		
10	Household goods carrier operating expenses		
11	TOTAL OPERATING EXPENSES (Lines 9+10)		
12	NET CARRIER OPERATING INCOME (Line 8 - line 11)		
13	Income from noncarrier operations - credit		
14	Expense from noncarrier operations - (debit)		
15	Interest & dividend income		
16	Lease of distinct operating unit - net (debit) credit		
17	Other nonoperating income (deductions)		
18	Nonoperating gains (losses) on disposition of assets, land & structures		
19	Interest & amortization of debt discount expense & premium		
20	TOTAL OTHER INCOME (EXPENSE) (Lines 13 through 19)		
21	ORDINARY INCOME BEFORE TAXES (Line 12 + line 20)		
22	Income taxes currently payable - Federal		
23	Income taxes currently payable - State & other		
24	Deferred taxes		
25	Deferred investment tax credit (if applicable)		
26	Amortization of investment tax credit (if applicable)		
27	TOTAL PROVISION FOR INCOME TAX (Lines 22 through 26)		
28	ORDINARY INCOME (LOSS) AFTER TAXES (Line 21 - line 27)		
29	Earnings (losses) applicable to minority stockholders or subsidiaries		
30	Equity in undistributed earnings (losses) of affiliates		
31	Gain or (loss) on discontinued segments		
32	Income (loss) before extraordinary losses and accounting changes (Line 28 +/- lines 29 through 31)		
33	Extraordinary Items 9net) + income taxes on extraordinary items		
34	Provisions for deferred taxes - extraordinary items		
35	Cumulative effect of changes in accounting principles		
36	TOTAL EXTRAORDINARY ITEMS & ACCOUNTING CHANGES		
37	NET INCOME (LOSS)		
38	OPERATING RATIO (Line 11 / Line 8)		

Note: Include packer wages and warehouse labor for household goods carriers on lines 13 and 14.

SCHEDULE 400 - OPERATING EXPENSES (Respondent Only)

This schedule shall be completed by all respondents except those respondents opting to complete Schedule 500. Household goods operating expenses shall be reported on Schedule 400 HG.

LINE NO.	ITEM (a)	TOTAL (b)
1	Total salaries - Officers & supervisors	\$
2	Total wages and miscellaneous paid time off - Others	
3	Pension & retirement plans	
4	Health & welfare expenses	
5	Other fringes	
6	Total fringe benefits (Lines 3 through 5)	
7	Fuel, oil & lubricants for motor vehicles	
8	Vehicle parts	
9	Outside Maintenance	
10	Tires & tubes	
11	Other operating supplies & expenses	
12	Total operating supplies & expenses (Lines 7 through 11)	
13	Total general supplies & expenses	
14	Total operating taxes & licenses	
15	Liability & property damage insurance	
16	Cargo loss and damage insurance	
17	Other insurance expense	
18	Total insurance expense (Lines 15 through 17)	
19	Total communication & utilities	
20	Depreciation: Buildings, structures & improvements	
21	Depreciation: Revenue Equipment	
22	Depreciation: Other property	
23	Amortization	
24	Total depreciation & amortization (Lines 20 through 23)	
25	Vehicle rents: Motor carriers	
26	Other purchased transportation/allowances	
27	Equipment rents - Credits	
28	Total equipment rents & purchased transportation (Lines 25 through 27)	
29	Total building rents & office equipment rents	
30	Total (gain)/loss on disposal of operating assets	
31	Total miscellaneous expenses	
32	GRAND TOTAL - OPERATING EXPENSES (Lines 1+2+6+12+13+14+18+19+24+28+29+30+31)	

Motor Carrier No.

Year 1997

SCHEDULE 400 HG- CARRIER OPERATING EXPENSES (Respondent Only)
(Alternative Schedule to be Used to report Household Goods Operating Expenses Only)

LINE NO.	ITEM (a)	TOTAL (b)
1	Salaries - officers, clerical & supervisors	
2	Transportation wages - drivers & helpers	
3	Repair Wages	
4	Commission agent fees	
5	Other wages	
6	Fringe benefits	
7	Payroll taxes	
8	Transportation - fuel, oil & lubricants	
9	Tires & tubes	
10	Vehicle supplies & repair parts	
11	Repair parts - buildings, equipment, and furnishings & fixtures	
12	Miscellaneous supplies & printing	
13	Purchased transportation - overseas import & export	
14	Outside vehicle repair services & maintenance	
15	Outside services - buildings, equipment, and furnishings & fixtures	
16	Advertising, professional, and other outside services	
17	Utilities	
18	Communications services	
19	Vehicle rents: Owner operators	
20	Vehicle rents: Agents	
21	Purchased labor - temporary help	
22	Other purchased transportation	
23	Travel expenses - drivers & operating employees	
24	Travel & entertainment - sales, office, & management	
25	General expenses	
26	Depreciation - revenue equipment	
27	Depreciation - buildings, structures & improvements	
28	Depreciation - other property	
29	Amortization	
30	Rents on buildings and office equipment	
31	Fuel and oil taxes - federal and state	
32	Other taxes	
33	Insurance expense - premiums	
34	Claims for loss and damage - cargo	
35	Uncollectible revenue	
36	Gain & loss on disposition of operating assets	
37	TOTAL CARRIER OPERATING EXPENSE (Sum of lines 1 through 36)	

Note: Do not include expenses from noncarrier operations.
Line 37 should equal line 10 in Schedule 300.

REMARKS

SCHEDULE 500 - OPERATING EXPENSES

This schedule shall be completed by motor carrier that derive 75% or more revenues from intercity transportation of general commodities. However, this schedule is optional. Respondents may complete Schedule 400/400HG instead.

OPTIONAL

LINE NO.	ITEM (a)	TOTAL (b)	LINE-HAUL (c)	PICKUP & DELIVERY (d)
1	TOTAL SALARIES - OFFICERS & SUPERVISORS	\$	\$	\$
2	Clerical & Administrative Wages			
3	Drivers & Helpers Wages			
4	Cargo Handlers Wages		XXXXXX	XXXXXX
5	Vehicle Repair & Service Wages			
6	Owner-Operator Driver Wages			
7	Other Labor Wages			
8	TOTAL WAGES & M.P.T.O. (See Sch. 800)			
9	Federal Payroll Taxes			
10	State Payroll Taxes			
11	Workman's Compensation			
12	Group Insurance			
13	Pension & Retirement Plans			
14	Health, Welfare, & Pension			
15	Other Fringes			
16	TOTAL FRINGE BENEFITS			
17	Fuel, Oil, & Lubrications for Motor Vehicles			
18	Vehicle Parts			
19	Outside Maintenance			
20	Tires & Tubes			
21	Other Operating Supplies & Expenses			
22	TOTAL OPERATING SUPPLIES & EXPENSES			
23	Office Supplies; Tariffs & Advertising			
24	Commissions & Fees		XXXXXX	
25	Officers, Employee & Other General Expenses			
26	TOTAL GENERAL SUPPLIES & EXPENSE			
27	Gas, Diesel Fuel & Oil Taxes (Federal)			
28	Vehicle Licenses & Registration Fees - Use (Federal)			
29	Other Taxes (Federal)		XXXXXX	XXXXXX
30	Real Estate & Personal Property Taxes			
31	Fuel & Oil Taxes (State & Other)			
32	Vehicle Licenses & Registration Fees - Use & Own (State)			
33	Other Taxes (State & Other)		XXXXXX	XXXXXX
34	TOTAL OPERATING TAXES & LICENSES			
35	Liability & Property Damage Insurance			
36	Cargo Loss & Damage Insurance			
37	All Other Insurance			
38	TOTAL INSURANCE			
39	Communications			
40	Utilities			
41	TOTAL COMMUNICATIONS & UTILITIES			
42	Buildings, Structures, & Improvements - Depreciation			
43	Revenue Equipment - Depreciation			
44	All Other Equipment & Property - Depreciation			
45	Amortization		XXXXXX	XXXXXX
46	TOTAL DEPRECIATION & AMORTIZATION			
47	Vehicle Rents with Driver			
48	Vehicle Rents with Driver - Vehicle Portion			
49	Vehicle Rents without Driver			
50	Other Purchased Transportation - Motor Carrier			
51	Other Purchased Transportation - Railroads			XXXXXX
52	Other Purchased Transportation - Water, Air, & Other			
53	Allowance to Shippers		XXXXXX	
54	Equipment Rents: Credits	()	()	()
55	TOTAL RENTS & PURCHASED TRANSPORTATION			
56	BUILDING & OFFICE EQUIPMENT RENTS			
57	TOTAL (GAIN)/LOSS ON DISPOSITION OF ASSETS		XXXXXX	XXXXXX
58	TOTAL MISCELLANEOUS EXPENSES		XXXXXX	XXXXXX
59	GRAND TOTAL			

SCHEDULE 500 - OPERATING EXPENSES

This schedule shall be completed by motor carrier that derive 75% or more revenues from intercity transportation of general commodities. However, this schedule is optional. Respondents may complete Schedule 400/400HG instead.

OPTIONAL

BILLING & COLLECTING (e)	PLATFORM (f)	TERMINAL (g)	MAINTENANCE (h)	ALL OTHER (i)	LINE NO.
\$	\$	\$	\$	\$	1
					2
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	3
XXXXXX		XXXXXX	XXXXXX	XXXXXX	4
XXXXXX					5
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	6
					7
					8
					9
					10
					11
					12
					13
					14
					15
					16
XXXXXX	XXXXXX			XXXXXX	17
XXXXXX	XXXXXX				18
XXXXXX	XXXXXX				19
XXXXXX	XXXXXX				20
XXXXXX				XXXXXX	21
XXXXXX					22
					23
			XXXXXX		24
					25
					26
XXXXXX	XXXXXX			XXXXXX	27
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	28
XXXXXX	XXXXXX	XXXXXX	XXXXXX		29
					30
XXXXXX	XXXXXX			XXXXXX	31
XXXXXX	XXXXXX				32
XXXXXX	XXXXXX	XXXXXX	XXXXXX		33
					34
XXXXXX	XXXXXX	XXXXXX	XXXXXX		35
XXXXXX			XXXXXX	XXXXXX	36
					37
					38
					39
					40
					41
					42
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	43
					44
XXXXXX	XXXXXX	XXXXXX	XXXXXX		45
					46
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	47
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	48
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	49
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	50
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	51
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	52
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	53
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	54
XXXXXX	XXXXXX	XXXXXX	XXXXXX	XXXXXX	55
					56
XXXXXX	XXXXXX	XXXXXX	XXXXXX		57
XXXXXX	XXXXXX				58
					59

SCHEDULE 600 - OPERATING STATISTICS (Carriers of Freight) (See Instructions on Pages v to viii)		
LINE NO.	A. INTERCITY VEHICLE MILES, TONS & TON-MILES (a)	RESPONDENT (b)
1	Total miles operated - Owned vehicles in intercity service	
2	Total miles operated - Vehicles rented with drivers in intercity service	
3	Total miles operated - Vehicles rented without drivers in intercity service	
4	Driveaway - Miles operated in intercity service	
5	TOTAL MILES OPERATED - ALL VEHICLES IN INTERCITY HIGHWAY SERVICE (Sum of Lines 1 through 4 - Use estimates if necessary)	
6	Miles - Rail, water, and air carrier services	
7	TOTAL MILES OPERATED - HIGHWAY AND INTERMODAL (Line 5 + Line 6)	
8	Ton-miles - Intercity revenue freight - Motor carrier highway service	
9	Ton-miles - Intercity revenue freight - Rail, water, and air carrier services	
10	TOTAL TON-MILES (Line 8 + Line 9)	
11	TONS OF REVENUE FREIGHT CARRIED IN INTERCITY SERVICE (ACTUAL WEIGHT - Use estimates if necessary)	

B. SUPPLEMENTAL STATISTICS
(CARRIERS DERIVING 75% OF MORE OF REVENUE FROM INTERCITY
TRANSPORTATION OF GENERAL FREIGHT ONLY)

12	Number of hours in pickup and delivery by line-haul vehicles: (a) Vehicles - Owned	
13	(b) Vehicles - Rented with and without drivers	
14	Number of miles in line-haul service by pickup and delivery vehicles: (a) Vehicles - Owned	
15	(b) Vehicles - Rented with and without drivers	
16	Number of hours in pickup and delivery by pickup and delivery vehicles (a) Vehicles - Owned	
17	(b) Vehicles - Rented with and without drivers	
18	Freight revenue from intercity revenue (Actual weight) - 10,000 lbs. and over	
19	Freight revenue from intercity revenue (Actual weight) - Up to 10,000 lbs.	
20	Tons of intercity revenue freight carried - (Actual weight) - 10,000 lbs and over	
21	Tons of intercity revenue freight carried - (Actual weight) - Up to 10,000 lbs.	
22	Number of intercity shipments carried (Actual weight) - 10,000 lbs. and over	
23	Number of intercity shipments carried (Actual weight) - Up to 10,000 lbs.	

C. PERCENTAGE DISTRIBUTION OF INTERCITY TRAFFIC

	DESCRIPTION (a)	PERCENT (b)
24	Originated and terminated by reporting carrier	
25	Originated by reporting carrier and delivered to connecting motor carrier	
26	Received from connecting motor carrier and terminated by reporting carrier	
27	Received from connecting motor carrier and delivered to connecting motor carrier	
28	TOTAL	100%

Motor Carrier No.

Year 1997

SCHEDULE 600 HG - HOUSEHOLD GOODS OPERATING STATISTICS

Line No.	Description (a)	Respondent (b)
1	Total Miles Operated - All Vehicles in Intercity Highway Service	
2	Miles - rail, water and air service	
3	Total Miles Operated - Highway and Intermodal (Lines 1+2)	
4	Ton-miles - Intercity revenue freight - Motor carrier highway service	
5	Ton-miles - Intercity revenue freight - Rail, water, and air service	
6	Total Ton-Miles (Lines 4+5)	

Line No.	Category (a)	Intercity Common & Contract Carrier Revenue (b)	Tons Actual Weight (c)	No of Shipments (d)
7	Personal effects and property used or to be used in a dwelling (first proviso)	\$		
8	Furniture, fixtures, equipment & property of stores, offices, etc. (second proviso)			
9	Articles of an unusual nature or value (objects of art, display) (third proviso)			
10	Total (Lines 7 through 9)			
11	Moving revenue - Intercity common carrier	\$		
12	Moving revenue - Intercity contract carrier			

Note: The sum of lines 11 and 12 should equal line 10, column (b).

PERCENTAGE DISTRIBUTION OF INTERCITY TRAFFIC

Line No.	Description (a)	Percent (b)
13	Originated and terminated by reporting carriers	
14	Originated by reporting carrier and delivered to connecting motor carrier	
15	Received from connecting motor carrier and terminated by reporting carrier	
16	Received from connecting motor carrier and delivered to connecting motor carrier	
17	TOTAL	100%

SCHEDULE 700 - CARRIER OPERATING PROPERTY**A. ANALYSIS OF CHANGES IN CARRIER OPERATING PROPERTY**

LINE NO.	ITEM (a)	Balance at Beginning of Year (b)	Additions & Betterments During Year (c)	Book Cost of Property Retired (d)	Adjustments During Year (Net) (e)	Balance at Close of Year (f)
	<u>RESPONDENT</u>					
1	Land	\$	\$	\$	\$	\$
2	Structures					
3	Revenue equipment					
4	All other property					
5	TOTAL (Lines 1 through 4)					
6	Carrier operating property leased to others					
7	GRAND TOTAL (Lines 5+6)					
	<u>CONSOLIDATED</u>					
8	Land					
9	Structures					
10	Revenue equipment					
11	All other property					
12	TOTAL (Lines 8 through 11)					
13	Carrier operating property leased to others					
14	GRAND TOTAL (Lines 12+13)					

B. ACCUMULATED DEPRECIATION

LINE NO.	ITEM (a)	Balance at Beginning of Year (b)	Charges to Depreciation Expense (c)	Depreciation Accrued on Property Retired (d)	Other Items Debits or Credits (Net) (e)	Balance at Close of Year (f)
	<u>RESPONDENT</u>					
15	Structures	\$	\$	\$	\$	\$
16	Revenue equipment					
17	All other property					
18	TOTAL (Lines 15 through 17)					
19	Carrier operating property leased to others					
20	GRAND TOTAL (Lines 18+19)					
	<u>CONSOLIDATED</u>					
21	Structures					
22	Revenue equipment					
23	All other property					
24	TOTAL (Lines 21 through 23)					
25	Carrier operating property leased to others					
26	GRAND TOTAL (Lines 24+25)					

SCHEDULE 700 - CARRIER OPERATING PROPERTY

C. REVENUE EQUIPMENT OWNED AND LEASED

Line No.	Item (a)	No. Units at Beginning of Year (b)	Acquired		No. Units Retired/Disposed of (e)	End of Year		% of Units Used Principally in Intercity (h)
			No. Units (c)	Cost (d)		No. Units (f)	Cost (g)	
	Trucks							
27	Owned			\$			\$	%
28	Leased with drivers			XXXXX			XXXXX	
29	Leased w/o drivers			XXXXX			XXXXX	
	Truck tractors							
30	Owned							
31	Leased with drivers			XXXXX			XXXXX	
32	Leased w/o drivers			XXXXX			XXXXX	
33	Short van trailers & semis (<40')							
34	Long van trailers ^ semis (>40')							
35	Other trailers & semis (Ref, tank, etc.)							
36	Other revenue equipment							
37	TOTAL (Lines 27 through 36)							

SCHEDULE 800

OFFICERS, DIRECTORS, EMPLOYEES, SERVICE & COMPENSATION - RESPONDENT

(Use Schedule 800 HG For Household Goods Carriers)

Line No.	Classification of Employees (a)	Average Number Employees (b)	Total Hours		Salaries & Wages Paid (e)	Misc. Paid Time Off (f)	Total Compensation (g)
			Earned (c)	Worked (d)			
1	Officers				\$	\$	\$
2	Managers & administrative personnel						
3	Clerical & Administration						
	Drivers & Helpers						
4	L. II mileage basis		*	XXXXX			
5	L. II other basis						
6	Pickup & delivery						
7	Cargo handlers						
8	Vehicle repair & service						
	Owner-operator drivers						
9	L. II mileage basis		*	XXXXX			
10	L. II other basis						
11	Pickup & delivery						
12	Other labor						
13	TOTAL EMPLOYEES		XXXXX				

* Enter total miles driven rather than hours earned for lines 4 and 9, column c.

SCHEDULE 800 HG OFFICERS, DIRECTORS, EMPLOYEES, SERVICE AND COMPENSATION - HOUSEHOLD GOODS CARRIERS CLASSIFICATION OF EMPLOYEES AND THEIR COMPENSATION				
Line No.	Classification of Employees (a)	Item (b)	Average Number Employees (c)	Total (d)
1	Supervisory & administrative personnel	Total hours earned		\$
2		Salary amount		
3	Clerical	Total hours earned		
4		Salary amount		
5	Sales salaries - employees	Total hours earned		
6		Salary amount		
7	Officers	Total hours earned		
8		Salary amount		
9	Department & division managers	Total hours earned		
10		Salary amount		
11		Total hours earned		
12	Intercity drivers	Total hours worked		
13		Amount of wages		
14		Total hours earned		
15	Intercity helpers	Total hours worked		
16		Amount of wages		
17		Total hours earned		
18	Drivers-helpers-local moving only	Total hours worked		
19		Amount of wages		
20		Total hours earned		
21	Drayage labor-overseas containers	Total hours worked		
22		Amount of wages		
23		Total hours earned		
24	Packers wages-interstate moves	Total hours worked		
25		Amount of wages		
26		Total hours earned		
27	Packers wages-intrastate moves	Total hours worked		
28		Amount of wages		
29		Total hours earned		
30	Packers wages-overseas shipments	Total hours worked		
31		Amount of wages		
32	Warehouse labor-household goods	Total hours earned		
33		Salary amount		
34		Total hours earned		
35	Warehouse handling-SIT interstate	Total hours worked		
36		Amount of wages		
37		Total hours earned		
38	Warehouse handling-SIT intrastate	Total hours worked		
39		Amount of wages		
40		Total hours earned		
41	Repair wages-transportation equipment only	Total hours worked		
42		Amount of wages		
43		Total hours earned		
44	Repair wages-other repairs	Total hours worked		
45		Amount of wages		
46	Other wages	Total hours earned		
47		Salary amount		
48	GROSS PAYROLL AMOUNT *	Dollar amount		\$

* Total of lines 2+4+6+8+10+13+16+19+22+25+28+31+33+36+39+42+45+47

Lines 2+4+6+8+10 should equal line 1 on Schedule 400HG

Lines 13+16+19+22 should equal line 2 on Schedule 400HG

Lines 25, 28, 31, 33, 36, and 39 do not cross reference with Schedule 400HG

Lines 42 and 43 should equal line 3 on Schedule 400HG

Line 47 should equal line 5 on Schedule 400HG

SCHEDULE 900 - MOTOR CARRIERS OF PROPERTY CLASSIFICATION

This schedule will be used in conjunction with Schedule 300 to properly classify motor carriers. Classification is based on total annual transportation revenues.

This schedule must be completed by all common and contract carriers. Common carriers have obtained a "Certificate of Authority" from the Commission. Contract carriers are granted "Permits." Some carriers have both certificates and permits

On Lines 1, 2, 4, and 5, disclose a breakdown in common and contract carrier revenues by general freight (general commodities) and other specific commodities. A detailed listing of other specific commodities is provided at the bottom of this schedule. Revenues from specific commodities should only be included in that category if they are in the listed specific commodity categories or if the Commission specifies in the certificate or permit that the revenues from transportation of a specified commodity should be classified as a specific commodity. Otherwise, the commodity should be classified as a general commodity. Total revenue on Line 14 should agree with Line 8 in Schedule 300.

Line No.	Commodity Revenue Group (a)	Revenues (b)
	<u>Common Revenues</u>	
1	General freight (01)	
2	Specific commodities (Note) (03-17)	
3	Total Common Revenues (Lines 1 and 2) (excluding HHG revenues)	
	<u>Contract Carriage</u>	
4	General freight (01)	
5	Specific commodities (Note) (03-17)	
6	Total Contract Revenues (Lines 4 and 5) (excluding HHG revenues)	
7	Local Cartage (Except household goods)	
8	Intercity Transportation for Other Motor Carriers	
9	Other Operating Revenue	
	<u>Household Goods (All HHG revenues)</u>	
10	Common revenues	
11	Contract revenues	
12	Total Revenues (Lines 3+6+7+8+9+10+11)	
13	Private and Intercompany Revenues	
14	TOTAL REVENUES (Lines 12+13)	

(Note) OTHER SPECIFIC COMMODITIES - (x) Major Commodities that Apply

<input type="checkbox"/> Heavy Equipment (03)	<input type="checkbox"/> Building Material (11)	<u>Type of Authority</u>
<input type="checkbox"/> Liquid Petroleum Products (04)	<input type="checkbox"/> Film Associated Commodities (12)	
<input type="checkbox"/> Refrigerated Liquid Products (05)	<input type="checkbox"/> Forest Products (13)	Certificate <input type="checkbox"/>
<input type="checkbox"/> Refrigerated Solid Products (06)	<input type="checkbox"/> Mine Ore Not Including Coal (14)	Permit <input type="checkbox"/>
<input type="checkbox"/> Dump Trucking (07)	<input type="checkbox"/> Retail Store Delivery Service (15)	Both <input type="checkbox"/>
<input type="checkbox"/> Agricultural Commodities (08)	<input type="checkbox"/> Explosives or Dangerous Materials (16)	
<input type="checkbox"/> Motor Vehicles (09)	<input type="checkbox"/> Other: specify (17) _____	
<input type="checkbox"/> Armored Truck Service (10)	_____	

The distribution of revenues should correspond to percentages of revenues included on Page 1, General Information.
Tank car motor carriers should check special commodity group 4.

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Motor Carrier No.

Year 1997

CERTIFICATION

I hereby certify that this report was prepared by me or under my supervision, that I have examined it, and that the items herein reported, on the basis of my knowledge, are correctly shown.

Your Name

Signature

Title

Date

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Accounts Payable	3	100
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Operating Expenses	4	300
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